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3 November 1981

Worldwide Report

LAW OF THE SEA

No. 175

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CONTENTS

ASIA

 [III - WW - 136]

PAKISTAN

NEAR EAST AND NORTH AFRICA

ISLAMIC AFFAIRS

SUB-SAHARAN AFRICA

MAURITIUS

AUSTRALIA, NEW ZEALAND DISCUSS FISH 'DUMPING' CHARGES

Australian Market Undercut

Wellington EVENING POST in English 19 Sep 81 p 3

[Text]

SYDNEY, Sept 18. — Australian fishing industry representatives go to New Zealand next week in an attempt to solve problems caused by large-scale exports of New Zealand orange roughy fish landing here.

Fishermen on the eastern seaboard of Australia have been upset as the New Zealand fish, largely caught by deep-sea joint venture concerns, has been undercutting the market of locally caught species.

"We will be putting the case for voluntary restraint by the New Zealanders, or asking them to put the price of their fish up," said Mr Norman Grant, marketing development officer of the NSW Fish Marketing Authority today.

"We have very good relations with the New Zealanders and expect to be able to solve it at industry level.

"They are very conscious of the problems being caused for us," he said.

The orange roughy, known here as the sea perch, sells in Sydney for a wholesale price of around $NZ4 10 a kilo. Fishermen here would like to see that raised to $NZ4 80 a kilo.

Accusations have been levelled that the New Zealand interests are "dumping" the fish on the Australian market, and Mr Grant said an officer from the Federal Department of Primary Industry would be with the delegation and would investigate this aspect to see if a dumping inquiry was warranted.

Proof

But he pointed out that as most of the orange roughy was caught by joint venture operations, primarily those involved with the Russians, and not sold on the New Zealand market a dumping case would be hard to prove.

The influx of orange roughy on the Australian market has hit sales of reef fish in Queensland and gemfish and sea bream in the other states.

Mr Grant said that ironically it was also affecting sales of other traditional New Zealand fish exported here which had been caught by inshore fishermen.

If the Australians do not get satisfaction from the New Zealand industry they could push their government to bring in protection and limit the amount of New Zealand fish entering Australia.

Earlier this month Primary Industry Minister Peter Nixon said a report prepared by his department on the marketing problems facing the fresh and frozen fish industry showed imports had now captured more than 55 percent of the domestic market compared with 44 percent two years ago.

Reason

He said the main reason for the increase in fish imports was the ready availability of high-quality fish, especially from New Zealand.

But he warned that the Australian industry should not blame all its problems on imported fish, as there was a need to improve fish handling and marketing to make the Australian industry more competitive against imports.

Heading the industry delegation, which leaves for New Zealand on Monday for a five-day visit, will be Mr Peter Doyle, a member of the NSW Fish Marketing Authority.

Others

The others will be Mr Grant, Mr Pat Warren, a fisherman from Eden on the NSW south coast and also a member of the NSWFMA, Mr Bill Murray, general manager (operations) of the Queensland Fish Board, Mr Norm Clarke from the Victorian Fishing Industry Council and Primary Industry Department observer Perry Smith.

They will have talks with the NZ Fishing Industry Board, the Ministry of Agriculture and Fisheries, and other industry groups like the Federation of Commercial Fishermen.

The Australian team will visit Wellington, Nelson, Christchurch and Dunedin.

Voluntary Restraints Asked

Wellington EVENING POST in English 22 Sep 81 p 8

New Zealand exports of orange roughy have depressed fish prices in Australia to such an extent that the deep water trawlermen have had to tie up their boats, the leader of the Australian Fishing Industry delegation, Mr Peter Doyle, said in Wellington today.

The six man delegation arrived here yesterday for a fact finding mission, aimed at remedying this situation.

"New Zealand has sold fish to Australia under the free trade agreement and we have never objected in the past," Mr Doyle said.

"But we will be asking the joint venture operators for restraints when they sell to Australia."

"If we don't get any results we will take the case to government and ask for protection under Nafta."

Mr Doyle pointed out that joint venture operators are not permitted to sell their catch on the New Zealand market, so as not to compete with local commercial fishermen.

"The selling of orange roughy, also called deep sea perch, caught by the joint ventures, could result in the collapse of New Zealand's tarakihi exports to Australia," he said.

"Far Eastern countries will not buy orange roughy which they call the diarrhoea fish.

"But they eat it almost raw and the toxins found under the skin are not removed, while deep skinning seems to eliminate this problem," said Mr Doyle.

The delegation members are Mr Norman Grant, a market development officer, Mr Pat Warren, a fisherman from Eden on the NSW South Coast and a member of the NSW Fish Marketing Authority, Mr Bill Murray, general manager (operations) of the Queensland Fish Board, Mr Norman Clarke from the Victorian Fishing Industry Council and Primary Industry Department observer Mr Perry Smith. They will be visiting Nelson-based Sealord Products and Dunedin-based Skeggs Fisheries.

During their visit they will meet with the Australian High Commission, the Ministry of Agriculture and Fisheries, the Department of Trade and Industry, the Fishing Industry Board, the New Zealand Seafood Processors Association, the Fish Exporters Association, and the NZ Federation of Commercial Fishermen.

They will also have discussions with Wrightson Fishing Ltd — a major operating unit of Fletcher Fishing which has entered into joint venture agreements with the communist countries.

Joint Venture Firm Attacked

Christchurch PRESS in English 16 Sep 81 p 13

[Text]

The Fishing Industry Board report which cleared joint ventures of "dumping" orange roughy on the Australian market has been criticised by a fishermen's representative, Mr Bob Brown.

The Federation of Commercial Fishermen also rejected the board's statement that Fletcher Challenge's Russian joint venture had been unfairly singled out for criticism of its marketing in Australia.

The board's economics and marketing manager, Mr Russell Armitage, said recently that there was no truth in claims that orange roughy — or deep sea perch — was being dumped on the Australian market or was undercutting the price for traditional New Zealand exports.

Mr Armitage also said that Fletcher Challenge had been unfairly singled out for criticism. He returned recently from a trip to Australia to investigate claims that increasing New Zealand fish imports were harming the Australian industry, and that exports of orange roughy were affecting traditional export species such as tarakihi.

Mr Brown, the Federation of Commercial Fishermen's representative on the board, said that dumping was going on.

"Under the New Zealand-Australia Free Trade Agreement if any primary product is put on to another market below the domestic product's price then it is dumping — and that is what is happening in Australia," he said.

Mr Brown said that the federation was not happy about the way orange roughy was being marketed in Australia. It should be priced higher so that it would not compete with Australian fish.

Australian fishermen were understandably upset at the effect on their products, just as New Zealand fishermen would be if Australian fish undercut their prices.

Mr Brown also hit out at Fletcher Challenge's joint Russian venture, Fletsof, which he said was exporting headed and gutted orange roughy to Australia rather than processing it into higher-priced fillets.

"Fletcher Challenge have been telling everyone that they can do their marketing better than anyone else in New Zealand," he said. "If that is the case why have they been putting headed and gutted orange roughy into Australia," he said.

"If it had been in fillet form a lot of this fuss would not have happened because they would have got a higher price for it. It should never have been that cheap."

Mr Brown said that joint ventures should be opening up new markets rather than selling to long-established markets such as Australia.

"One of the conditions for approval of joint ventures is that they seek other markets, and we certainly don't see Australia in that light," he said.

The board will meet exporters to discuss marketing strategies to ensure that there is a continued place for acceptable volumes of traditional exports to Australia, Mr Armitage said.

Tariff Imposition Threatened

Wellington EVENING POST in English 26 Sep 81 p 44

[Text]

The Australian fishing industry delegation departed from New Zealand this morning convinced that discussions have made this country's fishing industry groups aware that exports of orange roughy have left trawlermen on Australia's eastern seaboard in dire straits.

"We won't allow joint-venture boats operating in New Zealand waters to ruin our fishery," said delegation leader Mr Peter Doyle.

While the six-man delegationtried to convince Fletcher Challenge to find alternative markets for the fish caught by its Soviet joint-venture partners, around 100 trawlermen in the Australian port of Wollongong tied up their boats to discuss the problem.

Mr Doyle quoted the general manager of the Russian joint venture Fletsof, Mr John Searle, as saying his company did not want to depress the Australian market.

The orange roughy caught by FLetsof was selling at $3.00 a kilo but the New Zealand Seafood Processors' Association agreed to put the price up to $3.25, Mr Doyle said.

"They also agreed not to export it in head and gutted form and will send fillets from now on," he said.

Mr Doyle was unable to get fish exporters to agree to restrain exports voluntarily during glut periods.

Australia is the biggest market for the 20,000 to 25,000 tonnes of orange roughy caught annually, he said, but alternative markets would have to be found.

After the Australians had met the New Zealand Federation of Commercial Fishermen, the federation's liaison officer, Mr Ian McWhannell, said: "They confirmed our suspicion that filleted and gutted orange roughy was disturbing a traditional market for New Zealand fishermen."

Tariffs warning

Unless the situation was remedied, tariffs could be imposed against New Zealand, Mr McWhannell said.

Mr Doyle said there were many similarities between New Zealand's and Australia's inshore fisheries.

"Heaven help you if the joint ventures start selling their catch in New Zealand," he said.

In Brisbane yesterday, Queensland's Primary Industries Minister, Mr Mike Ahern, said that orange roughy from New Zealand was "posing a serious threat to our domestic market.

"Some people in the trade are selling orange roughy (also known as deep sea perch) as Sweet Lip, Coral Trout and Barramundi," he said.

"This substitution for Queensland's famous seafood delicacies could do irreparable damage to the reputation of the Queensland fishing industry," Mr Ahern told the Australian Fisheries Council.

"Some fishermen in north Queensland have even had their boats and homes repossessed by finance companies."

• The New South Wales Minister for Agriculture, Mr Jack Hallam, who also addressed the council, said that the $20 million NSW oyster industry was threatened by the importation of live oysters from New Zealand and blamed the "inaction of the fereral government."

CSO: 5200/9068

REDUCED JAPANESE FISHING IN NEW ZEALAND WATERS SEEN

Auckland NEW ZEALAND HERALD in English 14 Sep 81 p 8

[Text]

Some sections of the Japanese fishing industry are in bad shape the general manager of the Fishing Inustry Board, Mr N. E. Jarman, says.

Mr Jarman and the board chairman, Mr Mark Hinchliff, recetnly returned from Tokyo where they talked to sections of the industry.

Japanese fishermen were concerned about the economic stability of their industry, Mr Jarman said.

No Profit

They shared some common problems with New Zealanders such as high fuel prices and low market prices for fish but faced other problems because they were progressively being excluded from other nations' fishing zones.

Squid prices were below the break-even point at present and for that reason Japan would probably only want to send enough squid jiggers to New Zealand this summer to maintain a presence, out of a fear that it would lose fishing rights if it did not come.

The problem was oversupply, resulting from a growing world squid catch. New markets for squid might have to be found beyond the traditional ones.

The Japan squid fishing industry was considering moves to reduce the size of its fleet.

High Costs

Cuts in the Japanese tuna fleet were already in train, Mr Jarman said. There was talk of a 20 per cent cut in some fleets and 10 per cent in others.

The problems were the result of high operating costs and the possibility of reduced Government subsidies, as southern bluefin and albacore tuna were products still in healthy demand on the Japanese market.

Mr Jarman said the present form of joint ventures would almost certainly have to be changed if they were to continue. Some sections of the Japanese fishing industry said they were getting little if any benefit.

Advantages

"At the end of the day, fishermen expect to make a profit," he said. "That is the problem."

There were three main points worth remembering regarding Japanese fishing in New Zealand, he said.—

- There was room for them to catch the fish New Zealanders were not going to catch for some years yet.
- They could still offer technical and research assistance.
- Japan was an important export market for New Zealand fishermen.

While Japan was developing its aquaculture as fast as possible to replace lost deep sea catches, Mr Jarman said, Japanese fishermen still had a lot of capital tied up in boats and processing plant which were dependent on traditional catches.

For that reason they did not want a dramatic cut to foreign fishing allocations.

CSO: 5200/9068

EDITORIAL RAPS U.S. AS 'SELFISH' FOR BLOCKING SEABED PACT

[Melbourne THE AGE in English 29 Sep 81 p 13

[Editorial]

[Text]

IN the cause of free enterprise — and selfishness -- the United States is blocking a chance to turn one aspect of the North-South dialogue from talk into action. Accidents of nature have left some nations much richer than others in resources, but the seabed, with its great mineral wealth, remains mostly unpegged and untapped. Those nations which have no oil under their desert sands or iron in their mountains regard the seabed as the place where they can stake a claim to a share of resource-based income. The Law of the Sea Conference is the vehicle for this hope. The draft convention's provisions on seabed mining are designed to operate on the assumption that seabed resources beyond national jurisdiction are the "common heritage of mankind", the benefits of which are to be shared out among all countries, with special benefits for developing countries. President Carter had decided to ratify the convention; President Reagan has decided to reconsider ratification. The sticking point for the Administration is the limit the convention puts on access of the big US mining conglomerates to the seabed.

Preparation of the draft convention followed seven years of negotiations involving 150 nations. Australia is credited with acting as one of the chief mediators between the two main interest groups — the rich, developed nations, and the so-called Group of 77, an alliance of poor and underdeveloped nations supported by the Soviet bloc. The draft treaty is not perfect. It is unlikely that any nation agrees with all 320 clauses. Australia, for example, quite rightly objects to the exclusion from the draft of a clause forbidding nations involved in seabed mining from shutting Australia and other land-based miners out of their domestic markets. But the negotiators adopted a consensus approach and all nations, at least until President Reagan's inauguration, showed a willingness to compromise.

The US, like Australia, stands to gain a lot from the treaty. The treaty guarantees navigation rights for ships of all nations. This is vital for forward defence and our strategic interests, as well as international trade. It also grants coastal States a 200-nautical-mile exclusive economic zone. For Australia, that means unfettered access to fisheries and off-shore oil as far as the edge of our extensive continental shelf. The treaty also contains formal laws covering marine research, pollution and previously disputed territorial boundaries. Australia's chief negotiator, Mr Keith Brennan, says that in formalising what used to be a range of disputed rules of the sea, the convention will go a long way towards easing some international tensions.

President Carter's chief negotiator, Mr Elliot Richardson, certainly thought so too when he said late last year that the convention was "the most significant single event in the history

of peaceful co-operation and the development of the rule of law since the foundation of the United Nations". Not even the Reagan Administration challenges that claim. Where it differs from the Carter policy is on the section of the convention dealing with exploitation of seabed resources beyond national 200-mile zones. Under the treaty, an international authority would be established to consider applications for mining rights. Mining companies would have to share their profits with underdeveloped nations. As well, a new company funded by a levy on all UN members, and equipped, for a fee, by the private mining consortiums, would mine the seabed on behalf of poor nations. Production limits on seabed miners would protect the national economies of countries such as Zaire which are reliant on mineral exports.

If the scheme proceeds, it will mean an unprecedented and overdue sharing of wealth between rich and poor. The potential rewards of seabed mining are estimated to be in the billions of dollars. The sharing of such amounts must help to ease international tensions. But the US mining and free enterprise lobbies object. They say the US should not compromise, and should insist on unlimited access to the nickel, copper, cobalt and manganese nodules on the ocean floor. President Reagan is expected to announce later this year whether the US will rejoin the talks and, if it does, what concessions it will demand. If the US insists on sailing to the rescue of mining interests, it should realise that it stands to wreck an opportunity to make the world safer and more just.

CSO: 5200/7505

NINETY NEW OFF-SHORE OIL WELLS TO BE DRILLED IN NEXT 3 YEARS

Melbourne THE AGE in English 14 Sep 81 p 23

[Article by Nigel Wilson: "Record 11 Groups Seek Oil Exploration Permit"]

[Excerpts] A record 11 groups have applied for an oil exploration permit in Western Australia's off-shore area between Barrow Island and Dampier.

They have applied for the area designated W81-67, an amalgamation of permit areas which Woodside and Western Australian Petroleum relinquished last year.

Senior Government sources yesterday said recent changes in the rules covering the importation of foreign-owned drilling rigs had sparked the huge interest.

The Minister for Mines, Mr Jones, said it was likely that at least 30 onshore and 30 off-shore wells would be drilled in Western Australia each year for the next three years. This is a record.

An unnamed group bidding for acreage in W81-67 has proposed a work programme of 11 wells, to be drilled together with seismic surveys and data reviewed. Conservatively, this is an investment of close to $19 million.

At the weekend, the WA Government announced that 17 consortiums had applied for six off-shore permit areas in the Carnarvon and Browse Basin.

Total exploration spending proposed for the six areas topped $200 million.

While two of the Browse Basin permits have attracted Esso Exploration and Production and a third is being sought by a group led by the heavyweight new energy investor, International Development Corporation of Australia, most interest is in the Carnarvon area W81-67.

Esso holds a permit area south of Barrow Island on which it has spent large amounts in the past few months establishing data for a drilling programme.

Government officials yesterday said the interest in W81-67 was higher than that which surrounded the allocations of the Exmouth Plateau deepwater areas in the late 1970s, which resulted in Esso and BHP winning against international competition.

Esso reportedly spent close to $200 million drilling and analysing these prospects only to produce preliminary indications that the targets contain massive gas reservoirs which current technology cannot develop.

Obviously groups competing for W81-67 are seeking an off-shore extension of the Barrow Island oilfield. At the same time, of course, they are hedging their bets because the area lies just south of the Northwest Shelf gas field.

CSO: 5200/7504

BRIEFS

BASS STRAIT STUDY--The Bureau of Mineral Resources is to spend $2 million on a study to determine if there are still prospects of economic oil and gas discoveries in the Bass Basin. It said in a statement yesterday that in spite of geological similarities between the Bass and Gippsland basins--both in Bass Basin. It said in a statement yesterday that in spite of geological similarities between the Bass and Gippsland basins--both in Bass Strait--only one gas condensate field and some oil and gas shows have so far been discovered in the Bass Basin--while the Gippsland Basin has produced major commercial oil and gas discoveries. To enable the work to be carried out, the bureau is to design and supervise a series of marine geophysical traverses totalling up to 4000 kilometres to collect seismic, gravity and magnetic data, and to interpret them in terms of underlying structures far below the seabed. [Text] [Melbourne THE AGE in English 10 Sep 81 p 21]

PIPELINE TRENCH CONTRACT--Woodside Offshore Petroleum Pty Ltd has awarded a contract for the excavation of a submarine trench for the first 23km of the natural-gas pipeline to be laid between Withnell Bay and the North Rankin A production platform. Jet Research Centre Inc, of Arlington, Texas, will excavate sections of the sea bed along the gas pipeline route within Mermaid Sound near the Burrup Peninsula. After placement of the pipeline in the trench, it will be back-filled with crushed and graded rock to protect the pipeline from cyclone currents in the shallow coastal waters, and the possibility of ships' anchors dragging across the pipeline. Six weeks ago, a contract was let to a Dutch firm with John Holland as subcontrator to cover the first 32km of pipe with the protective layer of rock. [Text] [Perth THE WEST AUSTRALIAN in English 15 Sep 81 p 60]

OIL SPILL CONTROLS--The Federal Government has decided to legislate for more controls on the operation of ships to minimise oil and other pollution incidents at sea. This follows Commonwealth, State and Northern Territory agreement. The Minister for Transport, Mr Hunt, said ministers in the Marine and Ports Council of Australia (MPCA) agreed to recommend that Australia accept the obligations under the 1973 international convention for prevention of pollution from ships as modified by the 1978 protocol. Following the agreement by MPCA ministers it was proposed that the obligations be implemented by way of complementary Commonwealth, State and Northern Territory legislation.

This will open the way for Australia to formally ratify the international instruments and will allow the introduction of significant advances in measures to prevent pollution from ships. The most important aspect of this is an effective halving of the permissible operational discharges of oil from tankers to one thirty-thousandth of cargo capacity. Mr Hunt said the provisions relating to noxious chemical substances, sewage and garbage were the subject of more study. [Text] [Canberra THE AUSTRALIAN in English 17 Sep 81 p 16]

TAIWAN BOAT VIOLATION--Brisbane--A 35-metre Taiwanese fishing boat was seized on the Great Barrier Reef early yesterday for alleged breaches of Australian fisheries law. [Text] [Brisbane THE COURIER-MAIL in English 24 Sep 81 p 4]

JAPANESE ILLEGAL SCALLOPS--Melbourne--Victoria's fishing industry has uncovered a Japanese attempt to sell imitation scallops containing illegal quantities of egg white and a Sydney wholesaler is said to have unwittingly ordered some. Japanese agents visited Melbourne and Sydney wholesalers about three weeks ago with samples of the product, which is said to contain only 6 percent scallop extract. It is believed the imitation scallops were made available in frozen packages at about $4.50 a kilogram retail compared with $7.50 a kilogram for locally produced scallops. Quarantine officials were alerted and an investigation is understood to have begun. According to the Victorian Fishing Industry Council's executive officer, Mr Peter Heighway, yesterday, egg white or egg product is a prohibited import. He said a Sydney wholesaler had placed an order for the imitation scallops but added that no one in Melbourne had bought them. Mr Heighway declined last night to name the Sydney wholesaler. Mr Heighway said his council obtained a breakdown of the imitation scallops which revealed additives used in some fast food lines. [Text] [Sydney THE SYDNEY MORNING HERALD in English 22 Sep 81 p 10]

CSO: 5200/7505

TECHNOLOGICAL PROGRESS MADE IN OCEANOGRAPHIC RESEARCH

Port Louis LE MAURICIEN in French 24 Aug 81 pp 1, 4

[Text] Since the mission of the research vessel Gaveshani proved a success, India has become a member of the small group of privileged countries with the technology needed to collect polymetallic nodules from the ocean bottom and to plan to utilize them on an industrial level.

It will be recalled that this Indian oceanographic vessel called at Mauritius during its scientific cruise, headed by Dr S. Z. Qasim, director of the National Institute of Oceanography (NIO) based in Goa, assisted by some 15 other scientists. The first sample of nodules was collected by the Gaveshani on 26 January 1981, from a depth of 3.6 km in the Indian Ocean.

The other countries which have the technology needed to collect nodules at such depths are the United States, the Soviet Union, Great Britain, Japan, the FRG and France. Other countries are working to join this "club" since the fact that the ocean depths contain vast deposits of polymetallic nodules was confirmed.

This technology should be of interest to the island of Mauritius, which has a vast ocean territory in its exclusive economic zones, despite the fact that the Chagos archipelago as well as Tromelin Island are no longer under Mauritian control for well-known reasons. The research done by the Gaveshani has, moreover, aroused the interest of the Mauritian authorities, to judge from the warm official welcome given its crew when the vessel called at the port of Port Louis. A sample has even been sent by Mauritian researchers to the University of Mauritius.

The nodules are objects whose varying form leads them to resemble potatoes. They are found at depths ranging from 3.5 to 6 km. According to estimates made to date, the deposits of these nodules on the bed of the Indian Ocean may cover an area of 10 million square km, representing the richest reserve of ocean nodules known except for that in the Pacific Ocean.

The color of the nodules varies from dark gray to black. They contain heavy concentrations of various metals of importance to industry, including copper, nickel and cobalt. To date, apart from the research done by the Gaveshani, no major effort has been undertaken to study the deposits in the Indian Ocean in detail. The research done by the Gaveshani includes studies of the ocean bottom using remote control cameras and the collection of samples by special mechanical means. In this way, the Gaveshani scientists have collected manganese nodules at depths of from 3.6 to 4.5 km.

The nodules found have ranged up to 8.3 cm in size and 200 grams in weight. Their concentration on the ocean bottom is estimated at 1 to 5 kg per square meter, which the Indian scientists regard as a promising indication from the point of view of possible industrial use.

In addition to collecting polymetallic nodules, the Gaveshani has also obtained data on the physics, chemistry and biology of sea beds, which will provide precious information on the impact of future mining operations on the ocean environment at these depths.

With the collection of the nodules by the Indian INO, an Indian project called the "CSIR All India Coordinated Project" has entered its second phase, in the course of which laboratory research will be pursued on mining exploitation.

5157
CSO: 5200/4501

SOUTH KOREAN FISHING VESSEL CAUGHT

Karachi DAWN in English 12 Oct 81 p 3

[Article by Siddiq Baluch]

[Excerpt]

UTHAL, Oct. 11: A South Korean fishing vessel was caught while trawling near Gwadur last month.

The vessel 'Woojung' was apprehended by Pakistan Coast Guards' speed boats and later handed over to Baluchistan's Directorate of Fisheries.

According to official sources, all its 23 crew members, including the master fisherman, Mr Kwon Young, were arrested by the authorities for violating the Pakistani waters near Gwadur.

The officials of the Provincial Fisheries Department impounded its entire eight tons of fish catch which were auctioned for Rs 13,000 in the local market.

The accused persons were produced before the court of Assistant Commissioner, Gwadur, where they were formally charged with violating the Baluchistan Fisheries Ordinance. The Ordinance prohibits fishing or trawling of mechanised boats within the three-mile limit preser ed for unmechanised fishing boats of the coastal belt.

The court also imposed a fine of Rs 33,000 on the crew. Later, the South Korean fishing vessel was allowed to leave Baluchistan waters.

MECHANISED BOATS

Fifteen fishing boats, most of them Karachi-based, were also caught for violating the Baluchistan Fisheries Ordinance. These boats were found trawling in the waters reserved for non-mechanised boats of the province.

They were caught trawling in the prohibited fishing zones near Kalmat and Jewani. The crew, including Nakhudas, were arrested by the Coast Guards who handed them over to the Baluchistan Fisheries Department for prosecution.

The Assistant Commissioner Gwadur, imposed a fine of Rs. 200 on each crew, Rs 1,000 Nakhudas (Captain of the trawlers) and impounded the entire fish catch of the fishing trawlers.

The court sentenced all the 15 nakhudas to undergo a jail term of 15 days each.

The court also impounded the entire fish catch of these trawlers which were auctioned for Rs 73,000. These trawlers were caught by the Coast Guards on Sept 28 and 29 last.

The trawlers were: 'Al Lali', 'Al Rahimi', 'Al Hilal', 'Al Moughal', 'Al Hamid', 'Al Rahim', 'Al Bela', 'Al Rashid', 'Al Nauroz', 'Al Karimi,' 'Al Khalid', 'Al Alvi' 'Al Hayder', 'Al Kaka', and 'Al Pindok'.

CSO: 4220/4503

ISLAMIC SHIPPING PACT FINALIZED

Jiddah SAUDI BUSINESS in English No 23, 25 Sep 81 p 13

[Article by Ahmad Shaaban]

[Text]

SUDAN LAST week was the first to sign the statute of the Islamic Shipowners Association sponsored by Saudi Arabia and approved by the Third Islamic Summit Conference in January 1981 in Makkah and Taif. Signing the agreement at the General Secretariat of the 42-nation Organization of the Islamic Conference (OIC) in Jeddah, the Sudanese government representative said that his country strongly backs the project. OIC Secretary-General Habib Chatti noted that the association will boost trade among Islamic countries and help coordinate the OIC members' stance at international shipping conferences.

The association starts operating when 10 OIC member states have signed the statute prepared by Saudi Arabia and finalized at a shipping experts meeting in Karachi last December. Kuwait has made it known that it will sign shortly. The idea of establishing such an association was mooted by Saudi Arabia at the 11th Islamic Conference of Foreign Ministers in Islamabad in 1980. And the Kingdom already announced a $1 million donation for the association during the 12th Islamic Conference of Foreign Ministers in Baghdad (June 1 through 5 this year). Saudi Arabia will also be offering the headquarters in Jeddah and other facilities.

A combination of public- and private-sector shipping companies, the association will be funded by a fixed admission fee of $10,000 and a minimum annual subscription of $5,000 per member. For members with more than 100,000 gross registered tonnage (grt), the subscription will be increased by 20 per cent for each 100,000 grt with a maximum of $10,000.

Creation of the association was prompted by the overall decline in the tonnage of vessels owned by Islamic states, the difficulty of financing ship purchases, and the continued increase in freight rates and surcharges imposed by various shipping conferences without adequate consultation with shipper organizations. The importance of systematic and effective negotiations between the shippers and the conferences on equal footing was stressed at a meeting of a group of shipping experts from Islamic countries in February 1978 at OIC headquarters in Jeddah. The group noted the small share of Islamic countries in world shipping and in the transport of their import/export trade. That share was found well below their 10 per cent target for the second development decade defined by the United Nations as the one ending in 1980. Presently only a small fraction of the trade of Islamic countries is trans-

ported by their own vessels. This, the group noted, is due to the inadequate number of their ocean-going vessels. Developed countries, it was thought, take advantage of this situation to exploit Islamic countries through repeated increases in freight rates and by earning huge amounts in foreign exchange through such cargo. The group felt that by mutual cooperation OIC member states could not only reduce the cost of sea transport, but also boost export trade and save hard currency.

Among the recommendations of the group was that when trade cannot be carried by the vessels of a member state, it should if practical be given to ships of another Islamic country. Trade between two member states should preferably be carried by their own vessels on shared basis, or at least using vessels of a third Islamic country. For carrying cargo to and from third countries, preference should be given to member states and ships carrying Islamic flags.

The Islamic countries should evolve a common strategy for meeting restrictive practices which the developed countries indulge in. Most favored nation treatment should be given to vessels of member countries. While employing trained manpower, member states should be given preference to each other. The member states should expand training facilities and share them for their mutual benefit. Shipbuilding and repair facilities should be expanded.

Islamic countries should aim toward having joint conference lines. Initially, Islamic countries should form conference lines on bilateral and regional bases. Later on, these conference lines can be linked up to form a conference system, covering all Islamic countries. Islamic countries should set up joint shipping companies and introduce coordinated freight rates; and shipping companies of Islamic countries should act as shipping agents for each other.

The new association should organize maritime conferences among its members and establish procedures to ensure transport quotas to the members according to the code conduct of the United Nations Conference on Trade and Development (UNCTAD). It will develop periodical, regular cargo and passenger services among member states' ports and other ports. It will also advise member states on rules with respect to loading, unloading, cargo changes and related procedures in order to improve and standardize them.

Another function of the association will be to suggest and advise the member states on administrative matters and create and develop maritime codes for greater efficiency in maritime transport. This can be done in cooperation with specialized Islamic institutions. The association will also conduct studies and research in the various maritime transport disciplines and communicate the results to members to raise their technical standards in operating transport services. It can provide assistance in the exchange of technical services and maritime maintenance operations among companies of member states to raise the efficiency of their fleets.

It can also help formulate joint plans to develop these fleets and procure the types of ships appropriate to the trade of each country. The association will moreover extend assistance to members in maritime safety, marine pollution, maritime laws and marine insurance to bring them in line with international laws and regulations. It can also encourage members to deal, as a unified group, with unions and Islamic and international bodies operating in the field of maritime transport. In this way, members can participate more effectively in international seminars.

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COMPANIES DEPLORE COMPETITION OF KOREAN SHIPS

Port Louis LE MAURICIEN in French 19 Aug 81 pp 1, 4

[Article: "Deep-sea Fishing--Salvaged or Shipwrecked?"; passages enclosed in slantlines printed in boldface]

[Text] The government and the local companies study stimulative measures.

/Must the Koreans, who fish in our territorial waters and then come to sell our own fish back to us, be thrown out in order to stimulate the Mauritian fishing industry, which is currently experiencing serious difficulties? To this pertinent question the leaders of seven local fishing companies responded affirmatively in a joint memorandum handed to the government this week.

It is important to emphasize that the local companies prepared this memorandum at the express request of the Ministry of Fisheries. As a matter of fact the minister for fishing, Iswardeo Seetaram, has met on two occasions, within a 2-week period, with the directors of local fishing companies, to whom he made no secret of the government's concerns over the decline of this industry./

In their memorandum the directors of the Mauritian companies also demand, among other stimulative measures, a rise in the selling price of fish caught off the reefs (bringing it to 20 rupees per kilo for the producer) and the installation of facilities for fishing on St Brandon.

Only under these conditions could Mauritius succeed in limiting the losses in the fishing sector, according to the Mauritian companies.

The Mauritian fishing companies which signed the memorandum are the /Cie de Peche Mauricienne Ltee, Inter Island Fishing Co Ltd, Fishing Enterprises Ltd/ (currently in liquidation), /Mauritius Fishing Development, Talbot Fishing Co Ltd,/ and /Palma Fishing Company./

The local companies' memorandum starts out with an analysis of the causes for the decline of the deep-sea fishing industry and its disastrous financial situation. These causes, according to the companies, are: (1) too low prices offered to the producers (the companies) for the purchase of their catches; (2) production and operating costs; (3) the high cost of handling in the port and administrative expenses; (4) the activity of the Korean ships; (5) the absence of infrastructures on St

Brandon; (6) the lack of commitment on the part of the government; (7) the low productivity of the Mauritian fishermen and poor industrial relations; and, finally, the bad weather (the off-season in winter, and the cyclones).

The competition from the Korean trawlers against the local industry is commented on at length by the Mauritian companies. The Koreans are accused of flooding the Mauritian market with their catches, which they resell at low prices to two local wholesalers, in order to discourage the competitors. The policy designed to permit foreigners to fish in Mauritian territorial waters is, according to the local companies, "disastrous" both for our resources, which are "plundered," and for our foreign currency reserves. The local companies point out that the Koreans are paid in American dollars. This being the case, it would have been more profitable, the Mauritian companies explain, for the country to import the fish and pay for it in foreign currency units, rather than to buy our own fish with foreign currency. That would at least have permitted the country to keep its resources intact.

The local companies also plead for the lifting of the import duties on spare parts for the boats and on certain gear classed in the semideluxe category. Such a measure would permit modernization of the boats in order to brave the sea more effectively.

The Mauritian deep-sea fishing industry is also seriously affected--still according to the companies--by the lack of infrastructures on St Brandon, which is supposed to be the fishing center for the reefs of Nazareth, Saya de Malha and Soudan. If a landing strip were laid out there, dormitories installed and communication facilities established, valuable time and considerable sums of money could be saved by the local companies, which would then gain in efficiency.

We learn that Minister Seetaram stated, in the course of his discussions with the company leaders, that he was "anxious" about the growing number of Mauritian fishing boats which remain at anchor at the Bell Buoy in Port Louis, "instead of taking to sea."

In order to change this situation, which is so unflattering for a country surrounded by water (a maritime economic zone of 200 miles), the government will also have to legislate once and for all--according to the companies--in order to improve relations between fishermen and company management, on the one hand, and, on the other, to permit the Mauritian companies exclusively to develop our marine resources.

Will the government have the willpower to take the necessary measures?

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